

BookletChart™

St. Marks River and Approaches

NOAA Chart 11406

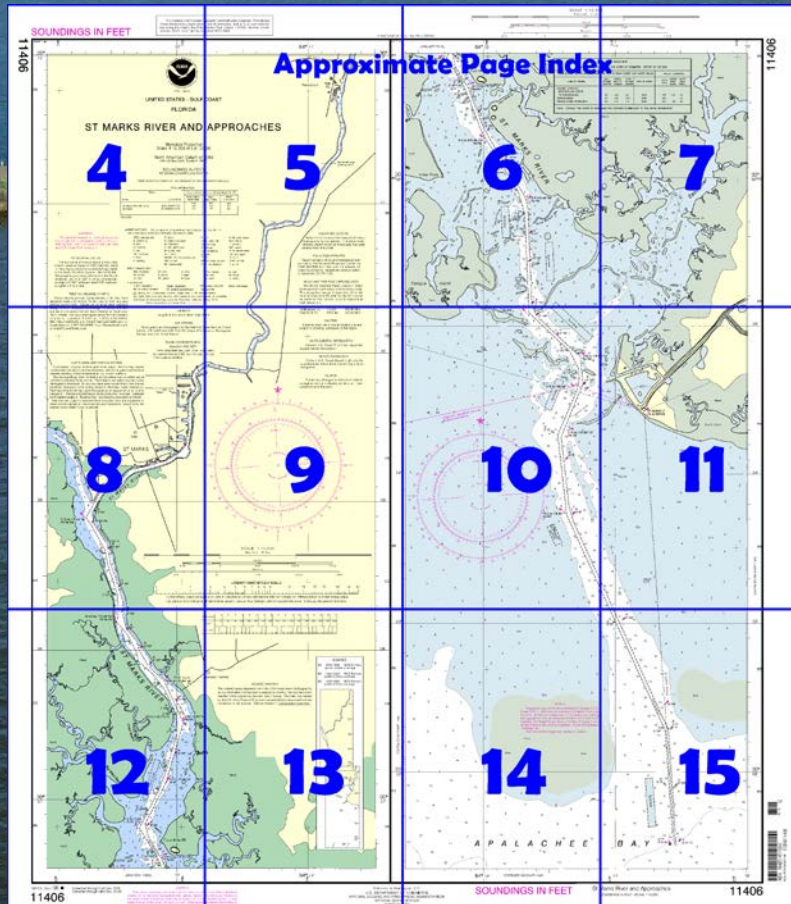


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

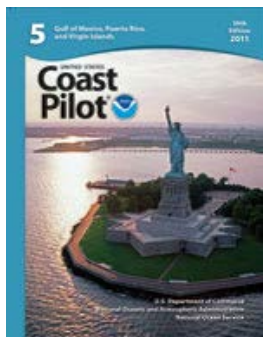
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11406>



[Coast Pilot 5, Chapter 9 excerpts].

St. Marks River flows into the head of Apalachee Bay 83 miles NW of Cedar Keys and 54 miles NE of Cape St. George. The river is the approach to the town of **St. Marks** about 5.5 miles above the entrance. A cracking plant, several oil terminals, and a powerplant, which is about 0.5 mile above the town, are the principal facilities on the river. Barges constitute the major traffic on the river.

Prominent feature.—**St. Marks Light**

(30°04'18"N., 84°10'48"W.), the most conspicuous object in the approach to St. Marks River, is 82 feet above the water and shown from

an 80-foot white conical tower adjoining a one-story dwelling. The light also serves as the rear light to the **356°** lighted entrance range.

Channels.—A dredged channel leads from deep water in Apalachee Bay to a turning basin at the town of St. Marks, and continues to just above the power plant about 0.5 mile above the town. In October 2006, the controlling depths were 3.4 feet (10.3 feet at midchannel) to the turning basin, thence 8.7 feet in the turning basin, thence 1.4 feet (11.3 feet at midchannel) to the head of the dredged channel. The channel is marked by a lighted range, lights, daybeacons, and lighted and unlighted buoys.

Dangers.—Shoal water extends about 3 miles S of St. Marks Light, and numerous shoals are on both sides of the channel. They are for the most part unmarked. In October 1990, a visible wreck was reported 3.8 miles SSE of the entrance channel.

Currents.—Prolonged winds from the N will cause tides to be 1 to 2 feet below predicted levels, and prolonged winds from the S will cause tides to be 1 to 2 feet above predicted levels. The tidal current in St. Marks River approach averages about 0.5 knot at strength. In the river the average is from 0.3 to 0.4 knot, although 2-knot currents have been reported.

Wakulla River enters St. Marks River 5 miles N of St. Marks Light. A draft of about 7 feet can be taken upriver for about 0.4 mile above the confluence, and about 3 feet to just above U.S. Route 319 highway bridge, about 5 miles above St. Marks. At this point the river is closed to navigation by a 6-foot-high fence across the river that provides protection for a wildlife refuge. The channel is obstructed by grass, and local knowledge is needed to carry the best water.

The **San Marcos De Apalache State Park and Monument** is on the point formed by the confluence of St. Marks and Wakulla Rivers. A private yacht club and a fish camp are on the E side of Wakulla River about 0.5 and 0.8 mile, respectively, above the confluence of the rivers. Berths, gasoline, a launching ramp, and a forklift that can haul out craft to 25 feet for hull and engine repairs and covered wet and dry storage are available.

A **no-wake idle speed** is enforced on St. Marks and Wakulla Rivers in the vicinity of all wharves and small-craft facilities.

Wharves—The riverfront at St. Marks has several oil terminal wharves and a power company wharf. The wharves are used to unload petroleum products from barges and, in May 1982, had reported depths of 10 to 15 feet alongside. There are several marinas, two of which have boatyards. Open or covered storage is available as well as open and covered berthage with electricity and launching ramps.

Supplies.—Gasoline, diesel fuel, water, ice, and marine supplies are available.

An overhead power cable with a clearance of 65 feet crosses St. Marks River about 0.5 mile below Newport.

Newport is a small resort about 3.4 miles above St. Marks. U.S. Route 98 - State Route 30 highway bridge crossing the river at the N part of the town has a clearance of 9 feet. A public launching ramp is above the bridge. Fuel and some supplies are available nearby.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

Corrected through NM Dec. 2/06
Corrected through LNM Nov. 21/06

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 30°06'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.741" northward and 0.376" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tallahassee, FL	KIH-24	162.40 MHz
East Point, FL	WWF-86	162.50 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - -

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)		
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
St. Marks River Entrance	(30°04'N/84°11'W)	feet 3.5	feet 3.2	feet 0.6
St. Marks	(30°09'N/84°12'W)	3.5	3.0	0.6

(Oct 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R R trator tower
A alternating	IQ interrupted quick	OBSC obscured	R rotating
B black	ISO isophase	OC occurring	s seconds
Bn beacon	LT HO lighthouse	O orange	SEC sector
C can	M nautical mile	OSC oscillating	ST M statute miles
DIA diaphane	m minutes	Q quick	VO very quick
F fixed	MICRO Tr microwave tower	R red	W white
F flashing	Mkr marker	RA Ref radar reflector	WHIS whistle
	Morse code	Rb Rb radobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
22 Rocks that cover and uncover, with heights in feet above datum of soundings.

ST. MARKS RIVER

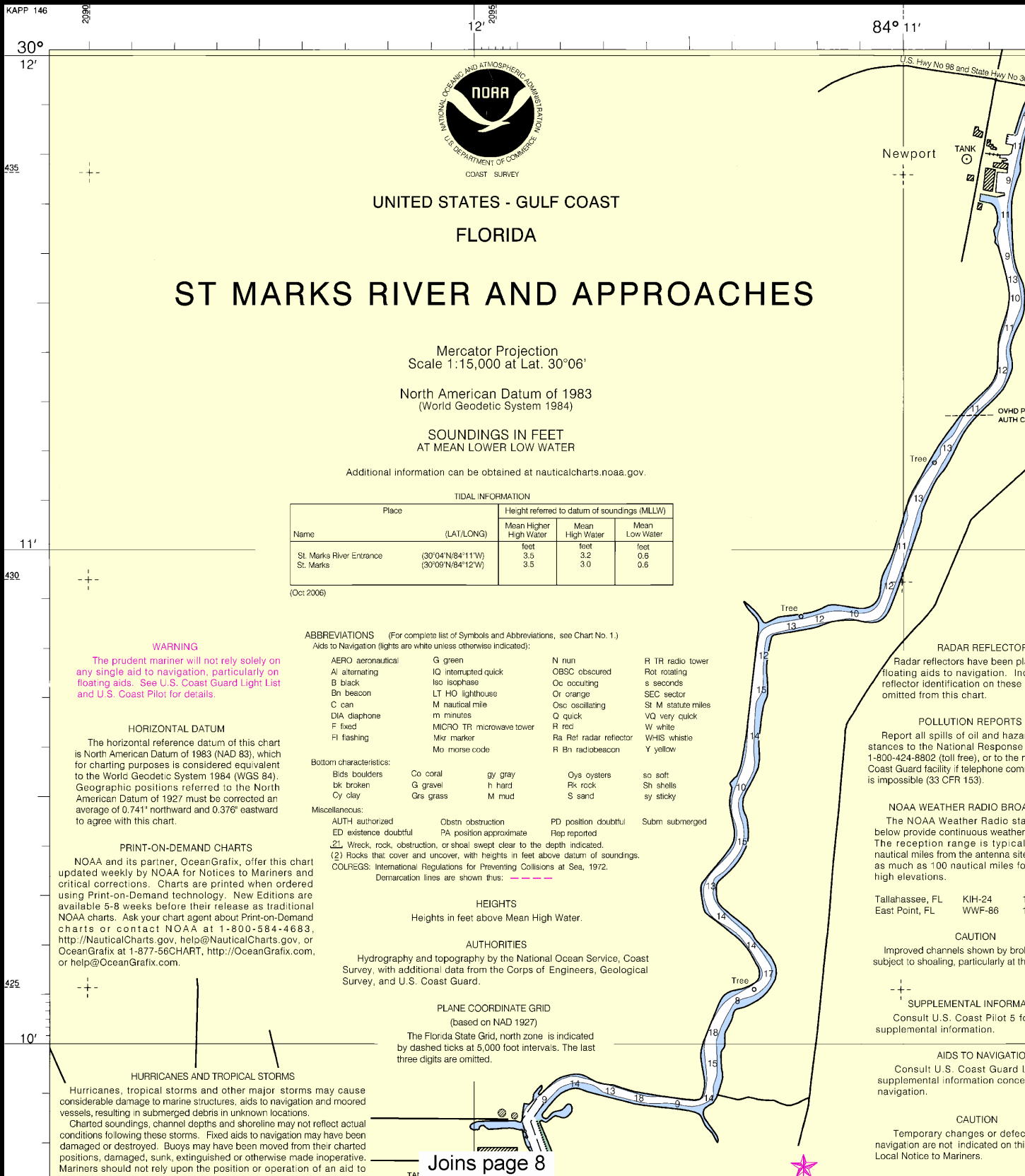
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF OUTSIDE CHANNEL	RIGHT HALF OF OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CHANNEL ENTRANCE (30°01'27.4"N, 084°10'32.7"W) TO A POINT AT (30°09'08.3"N, 084°12'25.1"W) THENCE TO END OF PROJECT							
	5.0	9.3	2.6	7-11	125	9.7	12
	4.0	10.9	2.0	7-11	100	1.2	12
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11406



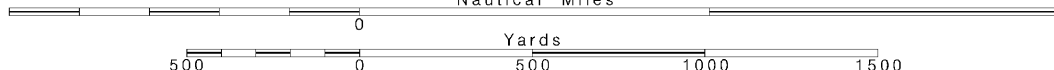
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

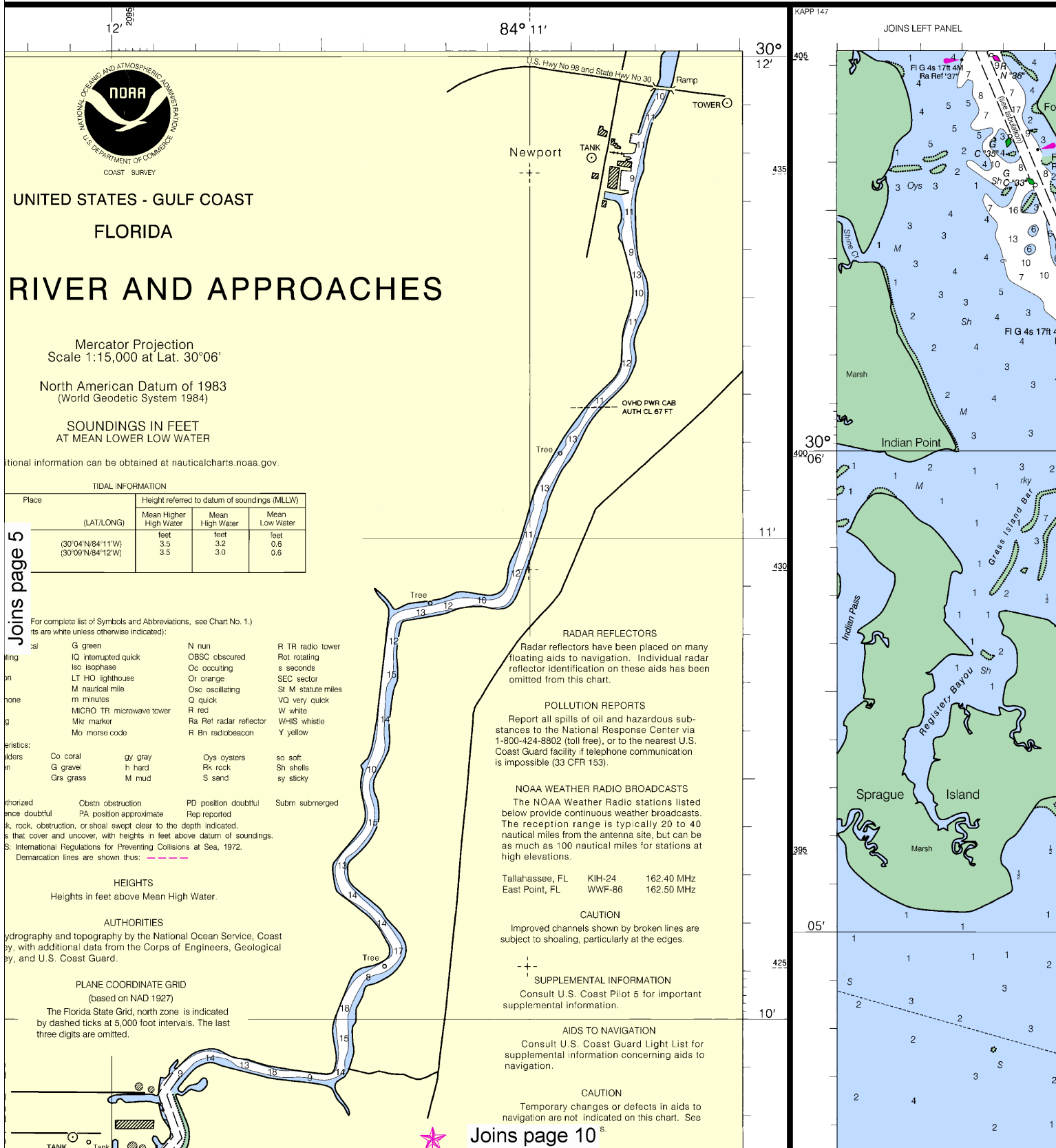
SCALE 1:15,000
Nautical Miles

See Note on page 5.



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Formerly C&GS 484, 1st Ed., May 1954 D 1954-849



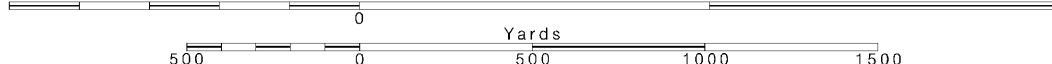
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Note: Chart grid lines are aligned with true north.

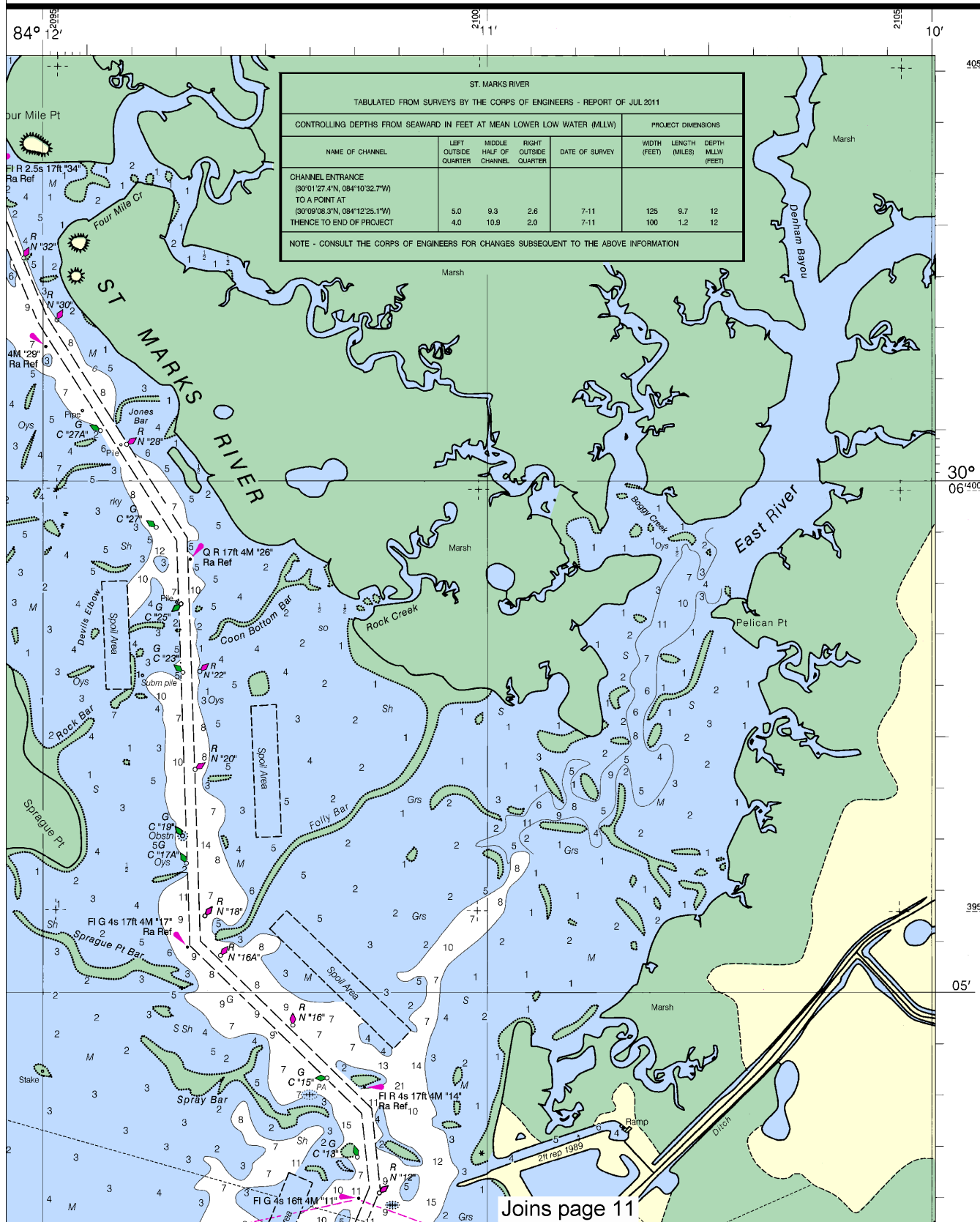
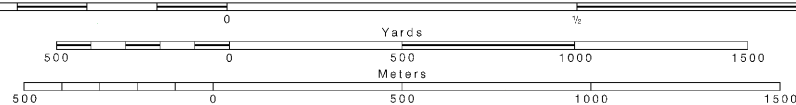
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SCALE 1:15,000
Nautical Miles

See Note on page 5.



SCALE 1:15,000
Nautical Miles



11406

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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.

is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.741" northward and 0.376" eastward to agree with this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Bottom characteristics:

Bld boulders
bk broken
Cy clay

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstr obstruction
PA position approximate
PD position doubtful
Rep reported
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

Joins page 4

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID
(based on NAD 1927)

The Florida State Grid, north zone is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCAST
The NOAA Weather Radio station below provides continuous weather information. The reception range is typically as much as 100 nautical miles for high elevations.

Tallahassee, FL KIH-24
East Point, FL WWF-86

CAUTION

Improved channels shown by broken subject to shoaling, particularly at the

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for supplemental information.

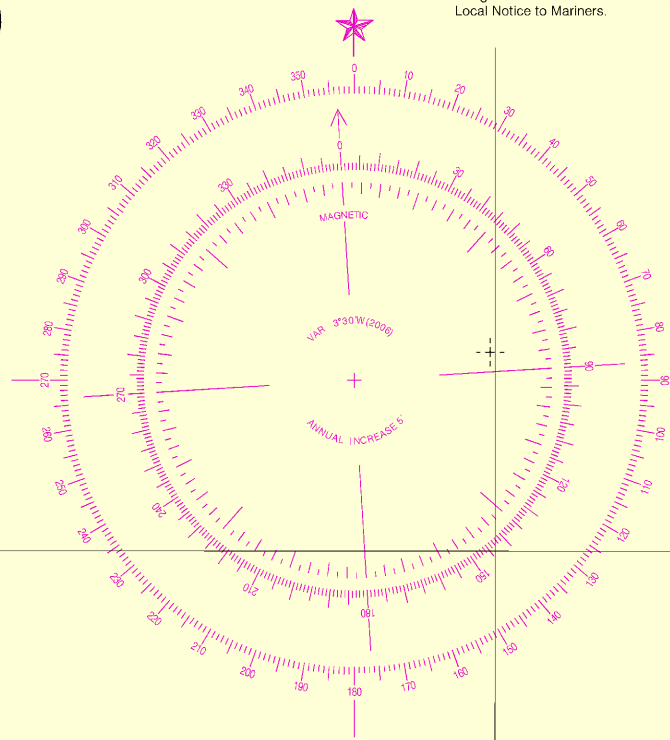
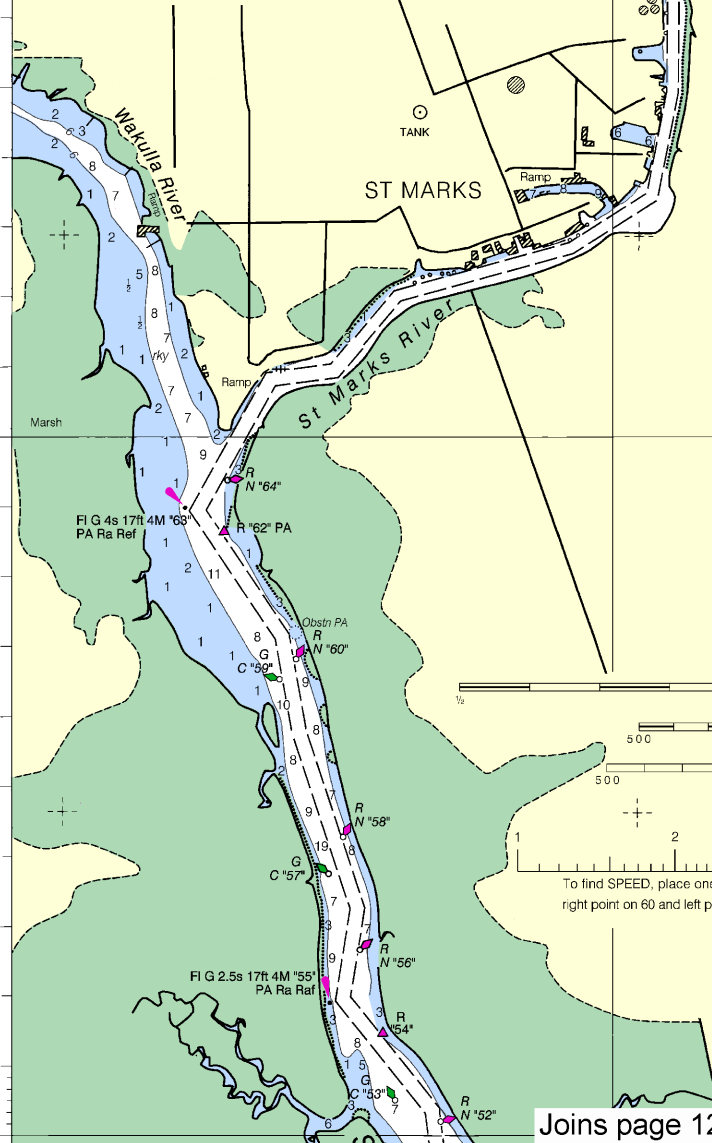
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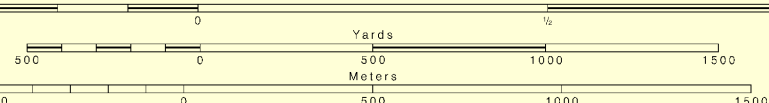
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SCALE 1:15,000
Nautical Miles



LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Joins page 12

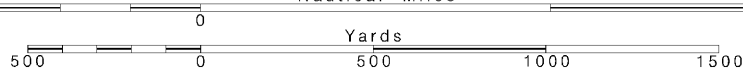
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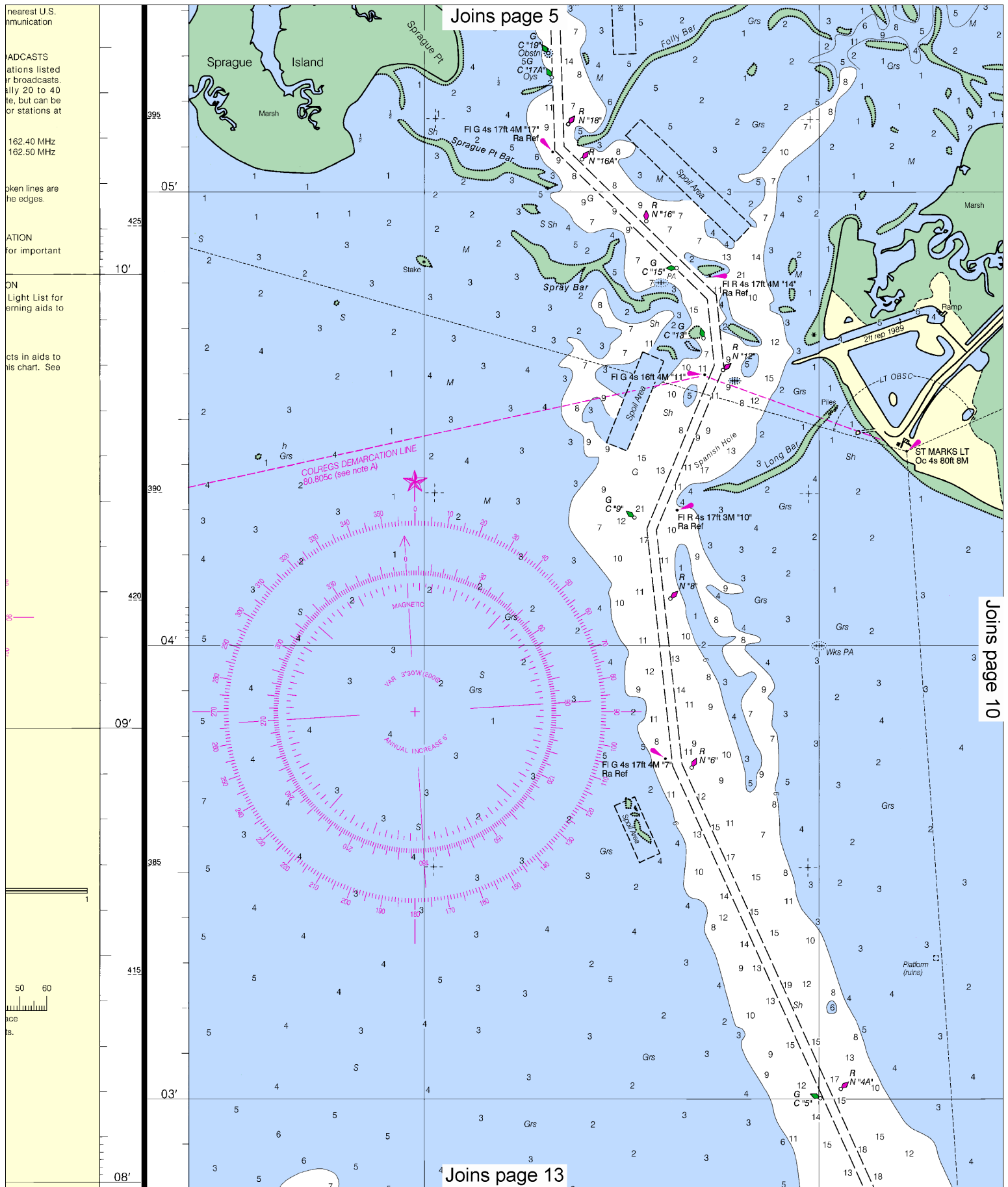
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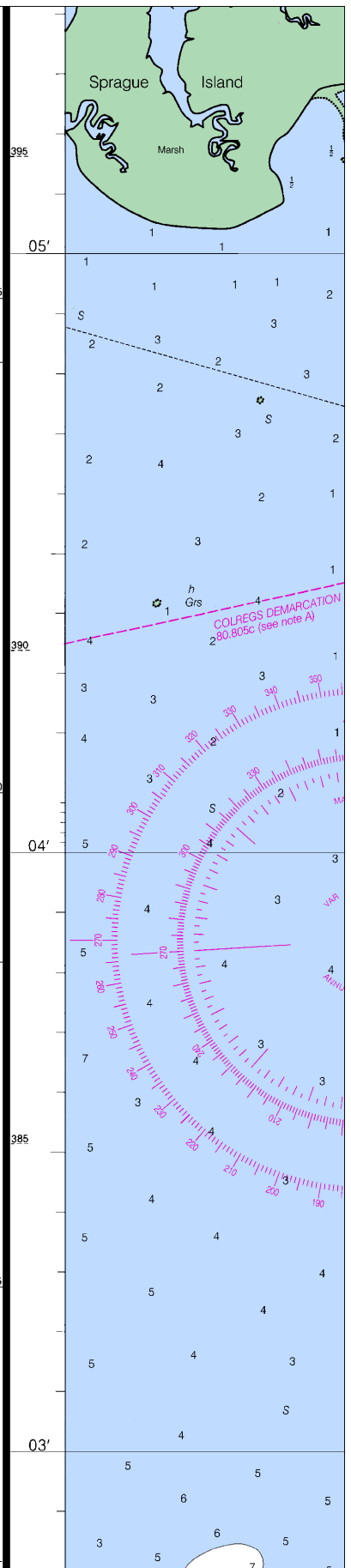
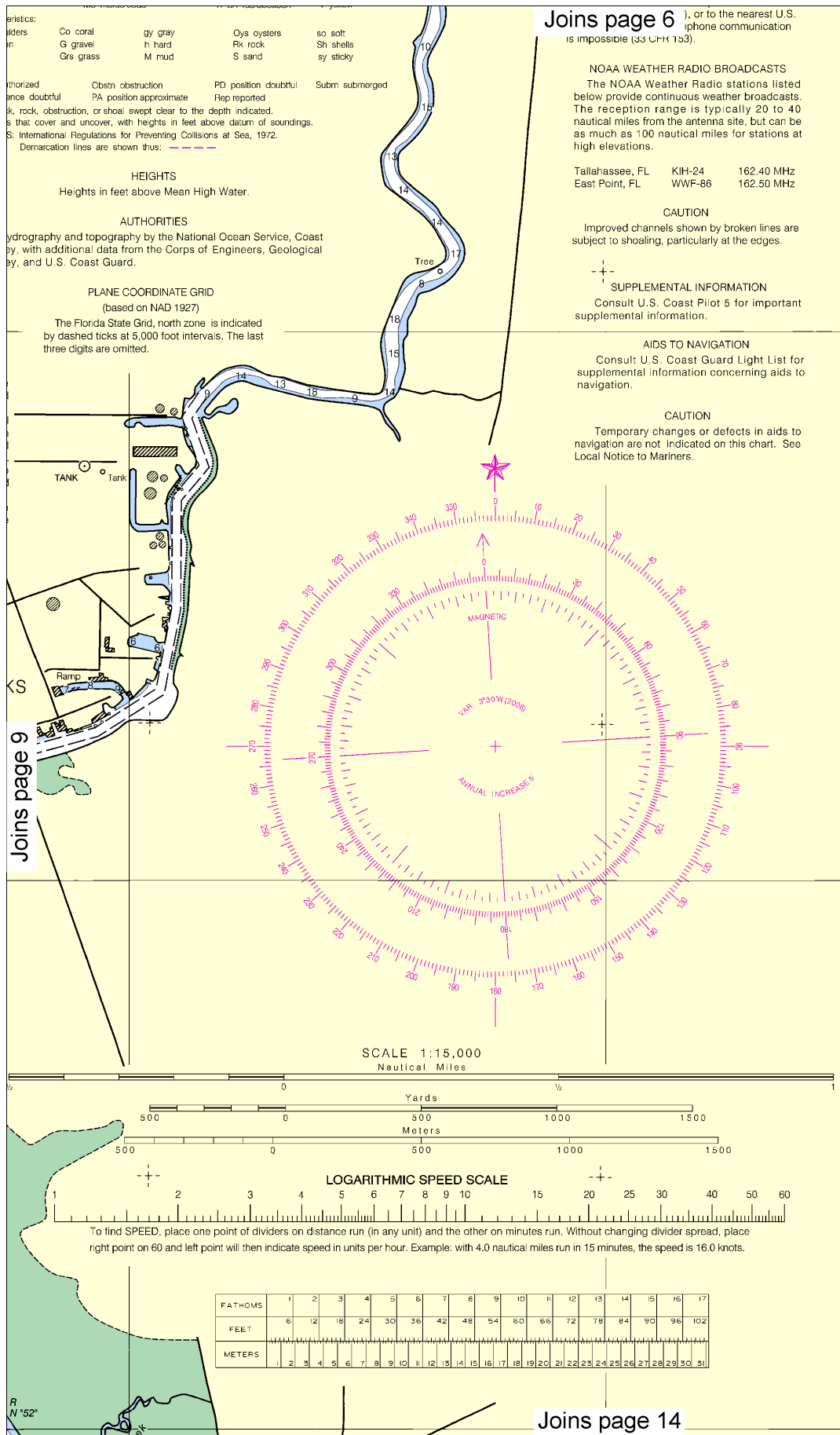
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SCALE 1:15,000
Nautical Miles

See Note on page 5.







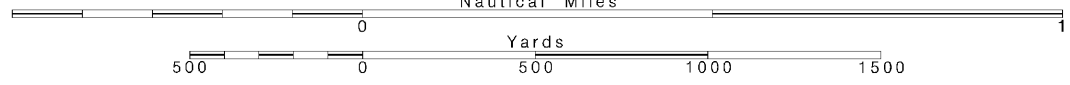
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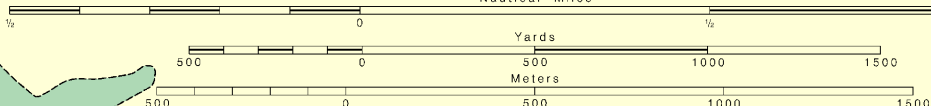
SCALE 1:15,000
Nautical Miles

See Note on page 5.



Joins page 8

SCALE 1:15,000
Nautical Miles



LOGARITHMIC SPEED SCALE

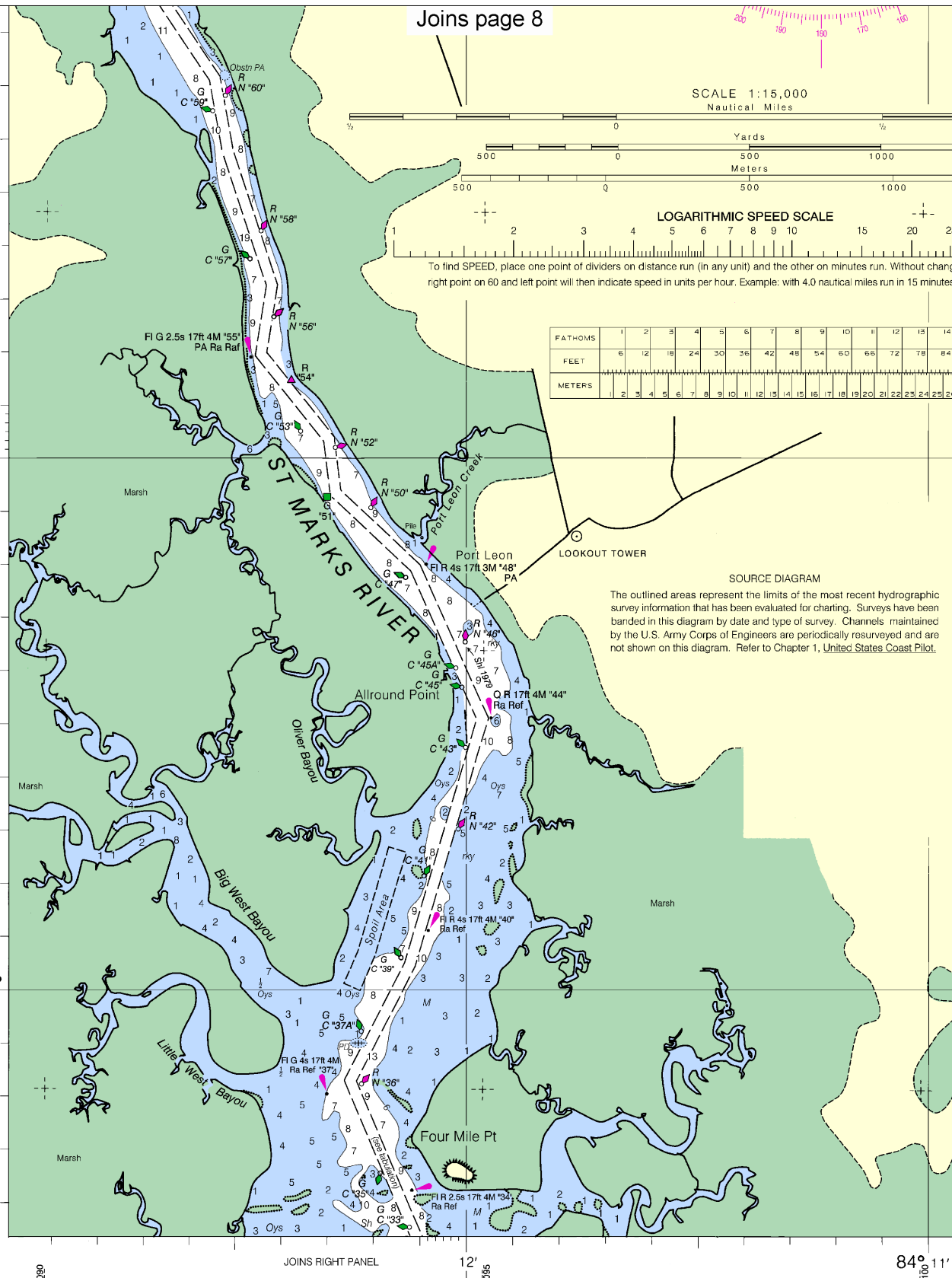
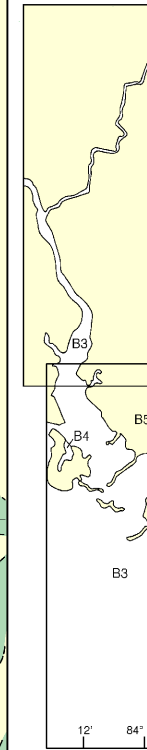
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SOURCE
 B3 1940-1969 N partial bottom co
 B4 1900-1939 N partial bottom co
 B5 1850-1899 N partial bottom co

SOURCE DIAGRAM

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12th Ed., Dec./ 06 ■ Corrected through NM Dec. 2/06
 Corrected through LNM Nov. 21/06

11406

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notices to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

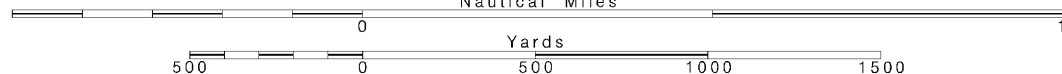
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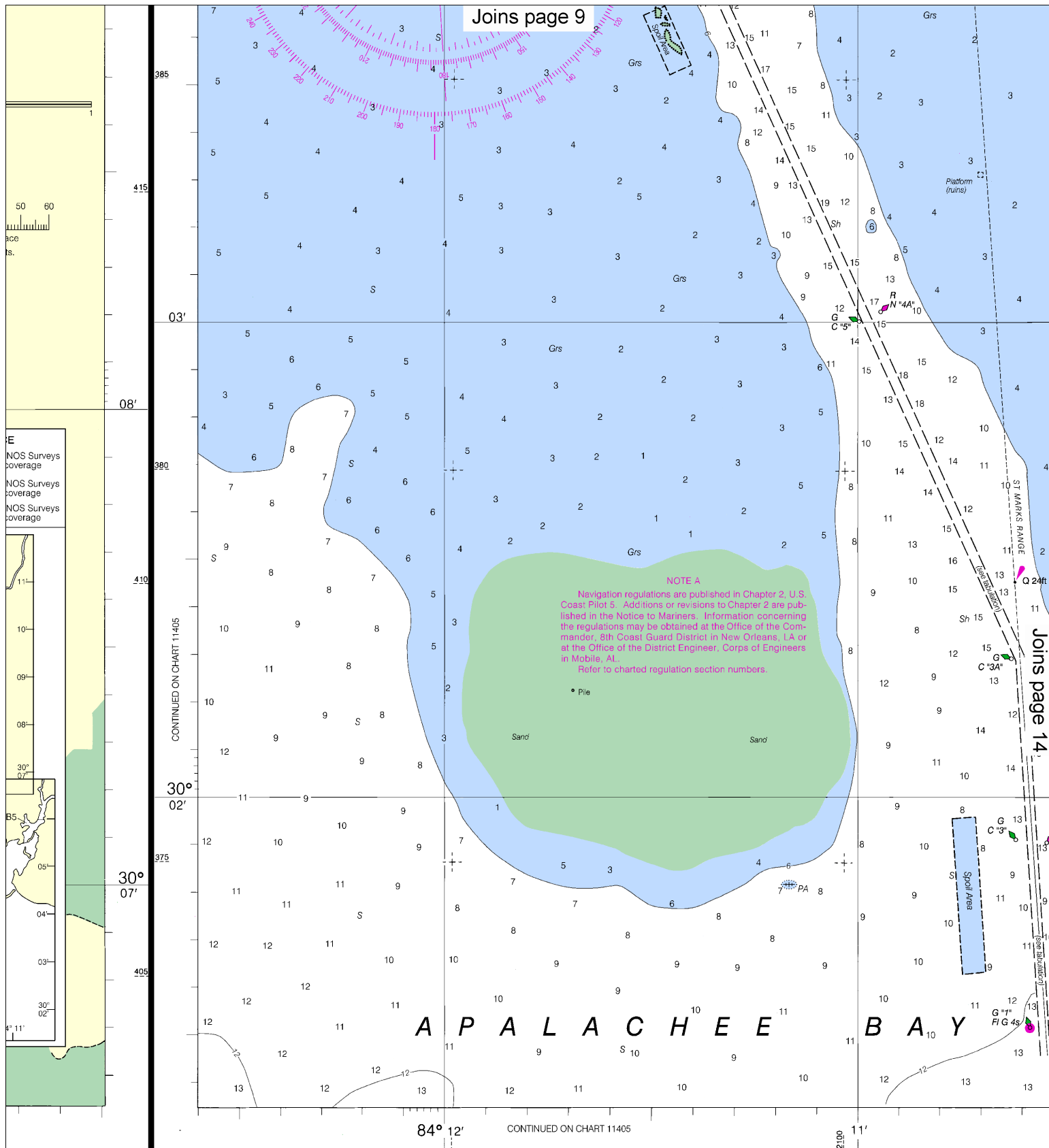
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SCALE 1:15,000
Nautical Miles

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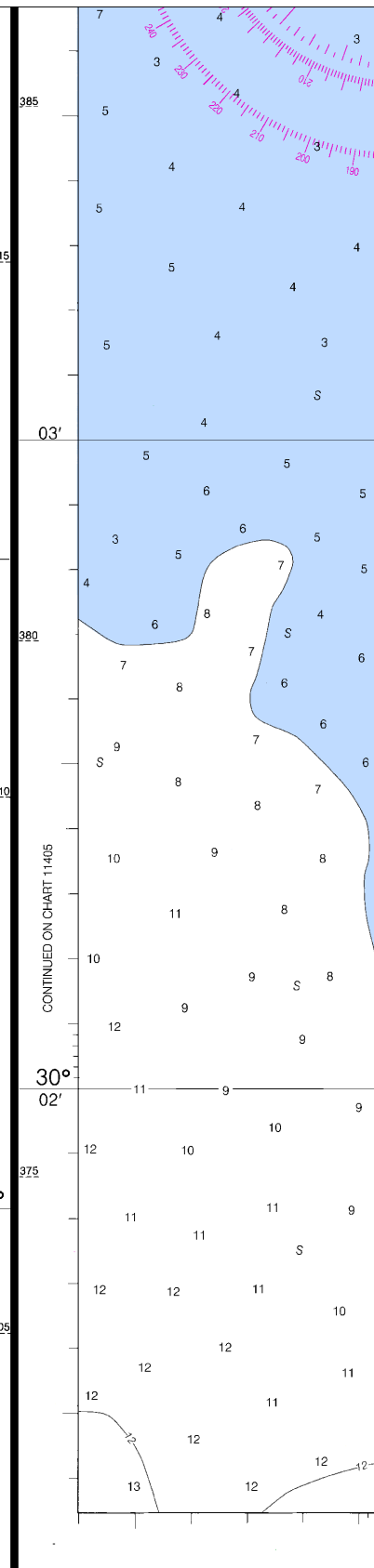
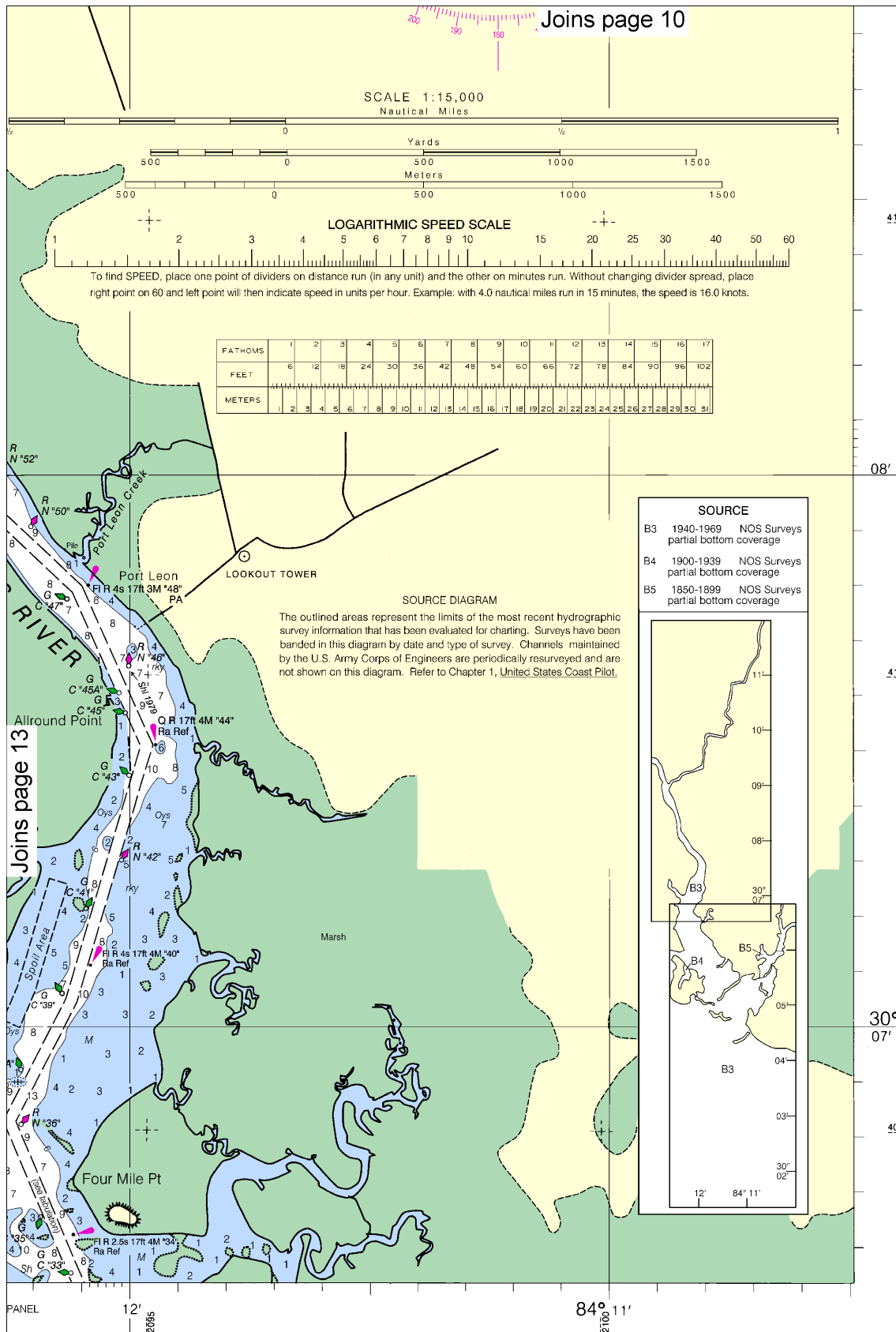




Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

St Marks River and Approaches
SOUNDINGS IN FEET - SCALE 1:15,000



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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

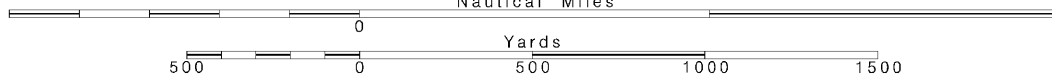
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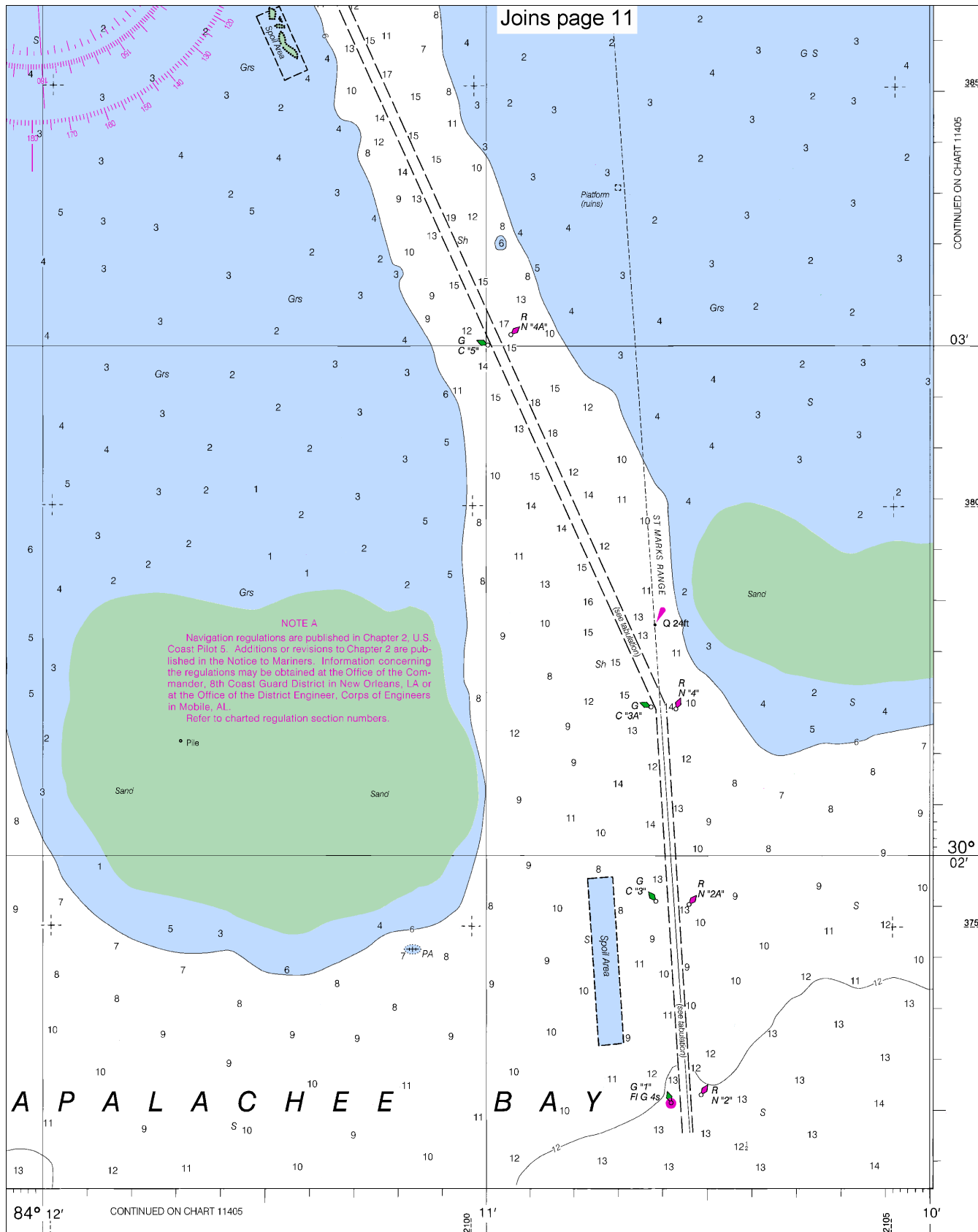
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET

St Marks River and Approaches
SOUNDINGS IN FEET - SCALE 1:15,000

11406



ED NO. 12



NSN 7642014010240
NGA REFERENCE NO. 11XHA11406



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

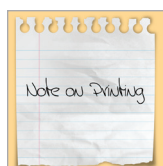
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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